



AGENDA OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, OCTOBER 21, 2019, 5:30 PM
CITY HALL, ROOM 207**

A. Roll Call.

- I. *Members:* Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Craig Stevens, Lieutenant Brad Strouf, Brighid Riordan, Ray Smith, and Stephanie Birmingham.

B. Approval of the Agenda.

- I. Approval of the Monday, October 21, 2019 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

C. Approval of Minutes.

- I. Approval of the Monday, September 16, 2019 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

D. Regular Business.

- I. *General Business:* Report by the Police Department of the 2019 3rd quarter serious injury and fatality crashes. (All Alders)
2. *Initial Request:* Consideration with possible action on the request by Ald. Stevens on behalf of Preble Park Neighborhood President Peter Shedlosky to install 6 SPEED LIMIT 25 signs on Skyline Boulevard between Finger Road and Hillside Lane. (Ald. Stevens – District 5)
3. *Initial Request:* Consideration with possible action on the request by Ald. Johnson on behalf of Kim Vaye to remove the 15 MINUTE LOADING 8 AM TO 5 PM MONDAY THROUGH FRIDAY zone on the east side of South Broadway at the former Wisconsin Engine Parts Warehouse. (Ald. Johnson – District 9)
4. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to establish a I-WAY YIELD condition on Lafayette Drive at Candle Way. (Ald. Brunette - District 12)

5. *Initial Request:* Consideration with possible action on the request by Ald. Brunette to improve traffic flow and enforcement on West Mason Street from Packerland Drive to Hillcrest Drive, and in the neighborhoods surrounding this area, specifically during times of school start and dismissal. (Ald. Brunette - District 12)
6. *Referred From the Improvement and Services Committee:* Consideration with possible action on request by Ald. Galvin to put in a crosswalk lighting system on East Mason Street at Hartung Street, similar to crosswalk lighting on South Webster Avenue at the hospitals, for the East River Trail crossing. (Ald. Galvin - District 4)
7. *Referred Back From Study:* Consideration with possible action on the request by the Green Bay Area Public School District for the City of Green Bay to staff and employ an adult crossing guard at the intersection of Humboldt Road and Mount Mary Drive to assist Baird Elementary students to cross Humboldt Road. (Alds. Dorff and Stevens - Districts 1 and 5)
8. *Postponed:* Consideration with possible action on the request by Ald. Johnson to look at speed control measures near the 800 block of Gross Avenue. (Ald. Johnson - District 9)
9. *Postponed:* Consideration with possible action on the request by Ald. Johnson to address chronic complaints regarding speeding on 12th Avenue. (Ald. Johnson - District 9)
10. *Termination of a 90-Day Trial:* Remove the NO PARKING zone on the north side of Pine Street from Adams Street to a point of 120 feet west of Madison Street.
11. *Termination of a 90-Day Trial:* Establish a NO PARKING zone on the north side of Pine Street from Adams Street to a point of 50 feet east of Adams Street.
12. *Termination of a 90-Day Trial:* Establish a NO PARKING 15-MINUTE LOADING ONLY zone on the north side of Pine Street from a point 50 feet east of Adams Street to a point 50 feet east of Adams Street to a point 160 feet east of Adams Street.
13. *Termination of a 90-Day Trial:* Establish a NO PARKING zone on the north side of Pine Street from a point 160 feet east of Adams Street to a point 120 feet west of Madison Street.

E. Informational.

- I. Next meeting: Monday, November 18, 2019 at 5:30 p.m. in Room 310.

F. Public Hearings.

G. Adjournment.

- I. Adjournment of the current Traffic, Bicycle, and Pedestrian Commission meeting.

- 1) THIS MEETING IS RECORDED: THE VIDEO OF THIS MEETING AND MINUTES ARE AVAILABLE ONLINE AT www.greenbaywi.gov

- 2) **ACCESSIBILITY:** Any person wishing to attend who requires special accommodation because of a disability, should contact the City Safety Manager at 920-448-3125 at least 48 hours before the scheduled meeting time so that arrangements can be made.
- 3) **QUORUM:** Please take notice that a majority or quorum of the Common Council will attend this Traffic, Bicycle, & Pedestrian Commission meeting and will constitute a meeting of the Common Council for purposes of discussion and information gathering relative to this agenda.
- 4) **REPRESENTATION:** The party requesting the communication, or their representative, should be present at this meeting.



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

AGENDA ITEM # B.I.

Approval of the Monday, October 21, 2019 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

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AGENDA ITEM # C.I.

Approval of the Monday, September 16, 2019 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

I. TBPC20190916



MINUTES OF THE TRAFFIC, BICYCLE, & PEDESTRIAN COMMISSION

**MONDAY, SEPTEMBER 16, 2019, 5:30 PM
CITY HALL, ROOM 207**

A. ROLL CALL.

I. Members: Chairperson Matt Kuepers, Vice Chairperson Daniel Theno, Ald. Craig Stevens, Lieutenant Brad Strouf, Brighid Riordan, Ray Smith, and Stephanie Birmingham.

Present and Voting: Brad Strouf, Ald. Craig Stevens, Stephanie Birmingham

Present and Not Voting: Matt Kuepers

Excused: Ray Smith, Brighid Riordan, Daniel Theno

B. APPROVAL OF THE AGENDA.

I. Approval of the Monday, September 16, 2019 Traffic, Bicycle, and Pedestrian Commission meeting agenda.

Moved by Ald. Craig Stevens, seconded by Lieutenant Brad Strouf to approve the agenda for the Monday, September 16, 2019 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

C. APPROVAL OF MINUTES.

I. Approval of the Monday, August 19, 2019 Traffic, Bicycle, and Pedestrian Commission meeting minutes.

Moved by Stephanie Birmingham, seconded by Ald. Craig Stevens to approve the minutes from the Monday, August 19, 2019 Traffic, Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

D. REGULAR BUSINESS.

1. *Initial Request:* Consideration with possible action on the request by the Green Bay Area Public School District for the City of Green Bay to staff and employ an adult crossing guard at the intersection of Humboldt Road and Mount Mary Drive to assist Baird Elementary students to cross Humboldt Road. (Alds. Dorff and Stevens - Districts 1 and 5)

Moved by Ald. Craig Stevens, seconded by Lieutenant Brad Strouf to refer to staff for study the request by the Green Bay Area Public School District for the City of Green Bay to staff and employ an adult crossing guard at the intersection of Humboldt Road and Mount Mary Drive to assist Baird Elementary students to cross Humboldt Road.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

2. *Initial Request:* Consideration with possible action on the request by the Traffic Engineer to change the 2-WAY YIELD condition on West Main Street Frontage Road at Auto Plaza Way to a 2-WAY STOP condition. (Ald. Nicholson - District 3)

Moved by Ald. Craig Stevens, seconded by Stephanie Birmingham that, on a 90-day trial,

A. To remove the 2-WAY YIELD condition on West Main Street Frontage Road at Auto Plaza Way

B. To establish a 2-WAY STOP condition on West Main Street Frontage Road at Auto Plaza Way

C. For staff to contact the management company of the commercial development located at 2230 Main Street requesting they install a STOP sign at their exit driveway onto West Main Street Frontage Road.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None
Abstain- None

Motion carried.

3. *Initial Request:* Consideration with possible action on the request from Ald. Scannell to change the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zones to 3-HOUR zones on Van Buren Street from Main Street to Walnut Street. (Ald. Scannell – District 7)

Moved by Ald. Craig Stevens, seconded by Lieutenant Brad Strouf that, on a 90-day trial,

A. To remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Van Buren Street from Walnut Street to Cherry Street.

B. To remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Van Buren Street from Cherry Street to Pine Street.

C. To remove the 2-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the both sides of Van Buren Street from Pine Street to Main Street.

D. To establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the west side of Van Buren Street from Walnut Street to Cherry Street.

E. To establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the east side of Van Buren Street from Cherry Street to Pine Street.

F. To establish a 3-HOUR 7 AM TO 7 PM MONDAY THROUGH FRIDAY zone on the both sides of Van Buren Street from Pine Street to Main Street.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham
No- None
Abstain- None

Motion carried.

4. *Initial Request:* Consideration with possible action on the request by Ald. Brunette to make changes to alleviate parking concerns at the Resch Aquatic Center. (Ald. Brunette – District 12)

Moved by Ald. Craig Stevens, seconded by Lieutenant Brad Strouf to open the floor for discussion.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham
No- None
Abstain- None

Motion carried.

The following people spoke on behalf of the request:

Paul Boucher - 1123 Elizabeth St

Moved by Ald. Craig Stevens, seconded by Lieutenant Brad Strouf to close the floor for discussion.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

Moved by Lieutenant Brad Strouf, seconded by Ald. Craig Stevens to refer to the Parks Committee the request to make changes to alleviate parking concerns at the Resch Aquatic Center to the Parks Committee.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

5. *Postponed*: The request by Ald. Wery to establish a 4-WAY STOP condition at the intersection of Shirley Street and Locust Street. (Ald. Wery - District 8)

Moved by Lieutenant Brad Strouf, seconded by Ald. Craig Stevens to receive and place on file the request to establish a 4-WAY STOP condition at the intersection of Shirley Street and Locust Street.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

6. *Postponed*: The request by Ald. Wery to establish a 3-WAY STOP condition at the intersection of Western Avenue and Maryhill Drive. (Ald. Wery - District 8)

Moved by Lieutenant Brad Strouf, seconded by Ald. Craig Stevens to receive and place on file the request to establish a 3-WAY STOP condition at the intersection of Western Avenue and Maryhill Drive.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

7. *Postponed*: Consideration with possible action on the request by Ald. Johnson to look at speed control measures near the 800 block of Gross Avenue. (Ald. Johnson - District 9)

Moved by Ald. Craig Stevens, seconded by Stephanie Birmingham to postpone to the next meeting the request to look at speed control measures near the 800 block of Gross Avenue.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

8. *Postponed*: Consideration with possible action on the request by Ald. Johnson to address chronic complaints regarding speeding on 12th Avenue. (Ald. Johnson - District 9)

Moved by Ald. Craig Stevens, seconded by Stephanie Birmingham to postpone the request to the next meeting to address chronic complaints regarding speeding on 12th Avenue.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

E. INFORMATIONAL.

I. Report of the Traffic Engineer of recent appointments and re-appointments to the Traffic, Bicycle, & Pedestrian Commission.

F. PUBLIC HEARINGS.

G. ADJOURNMENT.

I. Adjournment of the current Traffic, Bicycle, and Pedestrian Commission meeting.

Moved by Lieutenant Brad Strouf, seconded by Stephanie Birmingham to adjourn the current Traffic,

Bicycle, and Pedestrian Commission meeting.

Yes- Brad Strouf, Craig Stevens, Stephanie Birmingham

No- None

Abstain- None

Motion carried.

VERBATIM MINUTES

- Ready? Okay, let's call to order the meeting of the Green Bay Traffic, Bicycle, and Pedestrian Commission for Monday, September 16 2019. We'll go to Item A, Roll Call. Members present, we have Matt Kuepers, Chairman. Absent - Dan Theno. Craig Stevens, Alder Craig Stevens is here. Lieutenant Strouf, how do you say that, Brad?

- You got it exactly right. Strouf, just like a loaf of bread.

- Brigid Riordan, absent, and our newest member, Stephanie, welcome today. With that, we'll move on to Item B, Approval of the agenda.

- Motion to approve.

- Motion's been made, second?

- Second.

- All in favor? Stephanie, chime in also, we've got to kind of spread the motions around here, so don't be afraid to chime in. So motion made, seconded, all in favor? Motion carries. C, Approval of Minutes for the Monday, August 19th 2019 Traffic, Bicycle, and Pedestrian Commission meeting minutes. Do I hear a motion to approve?

- Motion to approve.

- Second.

- Seconded, all in favor? Motion carries, we'll go to E then. Informational, Report of the Traffic Engineer of recent appointments and re-appointments to the Traffic, Bicycle, and Pedestrian Commission.

- Thank you. I guess it'd probably be most appropriate to start off with our newest member to the Commission, Stephanie Birmingham, and I guess since you're here, rather than me telling about you, why don't you tell about you?

- All right, I'm Stephanie, I live on the east side of Green Bay, actually Alder Craig is my Alderperson. I work at Options for Independent Living as an Advocacy Coordinator, and I also have a Masters in Counseling, so I'm a therapist. I'm involved in a variety of things and excited to be a part of the Commission. I'm looking forward to learning as well, thank you.

- Thank you very much, thank you for accepting, and we'll probably use your counseling skills at some point in the future. Good to know. Thank you. Do we need a motion to approve that, Dave, or... No, it's just informational. Okay, let's move on to D, Regular Business.

- Actually there's, yeah, there's two more things to mention. Dan is up for reappointment for tomorrow. I've seen the agenda for council, he's up for reappointment, and Stephanie was reappointed at the last council meeting, so So we have one reappointment, and one to be reappointed.

- Okay.

- And everyone else is not expired, so.

- I did get an email from, I'm gonna say her name wrong, Celeste?

- Celestine.

- Celestine, okay, about the mayor is able to reappoint, er, reappoint, er, chairman of the committee that, after six months of being in office, if I was willing to continue as the chairman of the staffing commission, and I did respond to it, yes I will. I'll be around for awhile here, so if all are willing, but I did get an email from her in the last couple weeks, so...

- It's appropriate for the segment too, it sounds like. Um, and I guess now that you say that, seeing how we do have a new makeup of the commission, if you wanted to have reelections or anything like that. We make our own rules, so to speak, but you know, if there was, for some reason you said "I'm done chairing the meeting, anyone else want to do it?" Or whatever, we can also do that, coming up, and sometimes when we get new members, or old members go, sometimes that's brought up the consideration, of course, not a requirement, but just throwing that out there.

- Sure. I'm good, we can talk when Dan's here, he's a pretty regular voice. Craig, you're good with--

- I'm good the way it is.

- I don't think you can be voted out, can you? You're protected.

- You're good, you've done a great job, I appreciate everything you bring to the meeting, as all members of the committee. With that, we'll move on to Item D, Regular Business. Initial Request: Consideration with possible action on the request by the Green Bay Area Public School District for the City of Green Bay to staff and employ an adult crossing guard at the intersection of Humboldt Road and Mount Mary Drive to assist Baird Elementary students to cross Humboldt Road.

- If you want to take a look at the screen, I've brought up a map of the area around Baird Elementary. Now what you see here is actually the former school. As many of you know, this school actually no longer exists. It was razed, and a new school was built to the west of it, and this park land kind of swapped the area. There was a land swap that took place, and the new school was built and is up and operational. So, it really changes the dynamics of this area. Now the school faces this way, and there's actually a bus loading area that kind of comes in in this area, and off of Laverne in approximately this area, there are two driveways, one's ingress, one's egress, and that's where parent pickup and drop-off takes place. So I actually commend the school district for the design of this, I think it's one of the more well thought out newer designs that I've seen that A, separates the bus loading and parent pickup/drop-off, but also B, has a lot of that storage on-site so that there's not a lot of spill back into the streets, or at least that's the way it appears on paper. Now I was actually requested by their safety coordinator safety and security coordinator Chris Collar, he had sent me an email, we had an exchange over a couple of days, September 5th, and September 6th relative to a request for an adult crossing guard at the intersection of Humboldt and Mount Mary. Now currently there is a crossing guard at this location, Laverne and Humboldt, and now the way that the school's situated, it appears that some of the pedestrian patterns may have changed as well, presuming that some of the release of the students is more towards this corner here and then there's kids crossing at this intersection and probably going in similar

directions that they had in the past. That being said, it sounds to me like there's a change in the pedestrian patterns, because the school is new, and they are concerned about the kids crossing. Given it is a new school, given that some of the new patterns need to kind of settle in and take place, given that there's going to be some educational component to this, as in there's gonna be information distributed to parents via emails and announcements, and how the actual pickup and drop-offs take place, it's my opinion that they are still kind of working the kinks out. That being said, I still think that their request is relevant, at least from the perspective of having evaluated for the need for a crossing guard. Part of me is thinking as well that if indeed the dynamics have changed such that maybe the crossing guard at Laverne is being under-utilized now, that perhaps maybe there could be a transfer of one. Who knows, maybe they need an additional one, I don't know. But I think that should also be part of some sort of study I think, not just looking with blinders on, and taking a look at the one intersection, but I think actually taking a look at both intersections and coming up with some sort of conclusions and recommendations as part of this new school.

- Would Ken still be crossing guard coordinator for the, so that'd be something we'd defer to him?

- No, Public Works has always done the research and the studies. I may confer in Ken Brodhagen, Ken Brodhagen being the Crossing Guard Administrator, but the studies have always come through Public Works, we bring them to the commission, they're either approved or denied, and that report goes just like all these other items, it goes to Common Council for final approval.

- Knowing this in context--

- Sorry Dave, but I was just gonna say, Ken would be charged with training if it were school employees that were gonna be trained? If not, he would be tasked with assigning something to that particular intersection, filling that vacancy through our bidding process, which happens every August. We just actually got through it for this current school year.

- With that, I make a recommendation to refer to staff for study.

- Okay. Motion been made, or do I hear a motion I should say?

- Motion.

- Motion been made. Hear a second? Motion made, second, all in favor? Motion carries. 2, Initial request: Consideration with possible action on the request by the Traffic Engineer to change the 2-way Yield condition on West Main Street Frontage Road at Auto Plaza Way to a 2-way Stop condition.

- Again I'll draw your attention to the screens. I'm showing here with the push pin is the intersection in question, so you can kind of get an idea and the context of where this is located. This is East Town Mall, we have some car dealerships in this area, more specifically, in this building here to the west of the intersection is actually a new Starbucks location. Now Starbucks used to be located right across the street over in this area, and have relocated to a new store over here. It was brought to our attention that maybe this additional traffic may be having some sort of impacts on this intersection, so we evaluated it, and the current intersection itself is two-way Yield, meaning you have a yield south-bound and a yield north-bound at this intersection, and the traffic that's coming from Main Street does not have any sort of control. Now the driveway by state statute would have to yield to all traffic to a public street including sidewalks, but what we had seen from our observations in the field that we have some drivers that kind of, this is the drive-through right here, they kind of come out here, kind of just coast through the intersection sometimes and the yield condition there, sometimes the drivers too are going to maybe, I don't want to say rolling stop, because it's acceptable under yield condition if there's no other conflicting approaching vehicles, but it seems to me that there's a lot more traffic on the intersection itself, and thought that for the safety of everyone in that area that upgrading the yield signs to stop signs would be advantageous. Another thing too would be to have some sort of outreach to the owners of that commercial property. Not necessarily Starbucks, because I'm presuming that they lease that

building, which a lot of businesses do, but I think it would behoove us to contact the commercial property manager and ask them to install the stop sign at the exit movement of that driveway for in essence reinforcing what the state statute is all along, but I think that would probably curb or correct some of the behavior of some of the exiting motorists from that development.

- Is there more than just a Starbucks there?

- I believe it's like a Verizon store, or an AT&T store, yeah I think it's a cellphone store. It's on the right side of it as you look at it from the front.

- I go to Sherwin Williams all the time. I always have to stop right there.

- Yeah. Let me just see if this is updating, you might be able to see it, but it's still relatively new. Yeah, 2016, this is old. There you go, Toys for Trucks is what it used to be, but this side of the building, like I said, I think it's a cellphone dealer, and then this side is Starbucks. Honestly, I don't know if they just renovated that building, or gutted it and put something new, but it looks significantly different now.

- Is there just one exit and entrance there now?

- It's the same as here. This is the entrance, so it is actually entrance only, exit only here. The other thing I should probably point out too is that this driveway, in my opinion, well, it's not just in my opinion, you can actually see it, doesn't really line up exactly with this, it's kind of at an offset from it, so when people are coming out of it, they have to kind of do a reverse "S" out of it, it's slight, but it's still present.

- That's also now a spot for the city buses. That's the east side transfer point. Right along that frontage road.

- Is this it, Stephanie? I think because we got the sidewalk there--

- Yeah, so they line up all along there, so if you're a pedestrian, you're right along all that.

- That's a great point she brings up, because now the transfer point has more bus activity. Again, not only additional traffic, but it's heavy trucks and buses, so.

- You've got peds walking down from the bus to the... Is there a...

- And here's what I was talking about the driveway, see the driveway? If you go straight up, you're kind of heading into that curb ramp, so you've got to make a movement this way, and if you're taking a left, it's even more of a problem, deviation, than just a straightaway.

- So would you have them put a stop sign in both of them then, or just one of them? From leaving Starbucks.

- Well the Starbucks is a driveway, so it's really not the city's responsibility to be putting that up, I mean in essence, it's more, I guess you could say it's like an invisible yield sign right there, because state statute says that all private traffic shall yield to public right of way.

- You mentioned something about having the owner of the commercial property put up the stop sign?

- Yeah.

- So would you have them put it up at both those spots, or just the one?

- Well this is exit only, and this is entrance only, so there should only be one here.

- So you can't go out the other way.
- Correct. But that's the recommendation is to convert the 2-way yield to a stop, and then for staff to contact the commercial development management company and request them to install the stop sign on their exit driveway.
- This is probably a down the road thought, but the people coming from the bus stop to go to Starbucks which conceivably could happen, is that accessible for them to cross there? There's no lip there for them to, Starbucks-side is there, for a sidewalk or anything?
- There's no sidewalk, however I do see a curb ramp, an anchored curb ramp type one here, so at least someone that would be disabled would probably be able to traverse this and make it into the driveway. Not perfect, but at least there's no grade separation.
- I've gone to Starbucks there several times and gotten off the bus, yeah. It is a little dicey, because, I think the 2-way stop would help, because then people have to stop, and it's not a guessing of are they actually gonna stop, can I cross?
- You've just gotta pay attention to the cars that are coming across from the other side.
- Bottom line is, I think the time is now to make a change. We've seen enough change at this intersection, I think that--
- I make a motion to approve.
- Second.
- Motion made, seconded, all in favor? Motion carries. 3: Initial request: Consideration with possible action on the request from Alderman Scannell to change the 2-hour 7 AM to 7 PM Monday through Friday zones to 3-hour zones on Van Buren Street from Main Street to Walnut Street.
- This communication came through in a couple different emails starting around August 28th, August 27th, actually. We had a number of emails go back and forth like with some of the pros and cons. Initially they wanted 4-hour parking. I told them some of the pros and cons of going 4-hour parking in downtown areas, namely that anyone that is employed down in the downtown area, a 4-hour zone is actually very conducive to coming in the morning, go take a lunch somewhere, move your car, come back, and do another 4 hours, and you're completely legal, so. I brought that information to the Alder, he had a meeting with the neighborhood association, and they came back asking if a 3-hour would be a potential option. I said that yes it would, and he confirmed that the zones between Walnut and Main on North Van Buren he would like changed. So I looked into both the east side and the west side of the three blocks, there you can see the segment between Walnut and Cherry, a segment between Cherry and Pine, and Pine and Main street, so. I guess I'll just describe what we would change at this point in time. West side between Walnut and Cherry's 2-hour 7 AM/7 PM Monday through Friday. One block north, Cherry to Pine, the east side is 2-hour 7 AM/7 PM Monday through Friday, and the northernmost block, Pine to Main, is 2-hour 7 AM/7 PM Monday through Friday, both sides. With that, I don't really see an issue with that, it kind of sounds like it's a happy compromise, a happy medium for everybody, so with that, I make a recommendation to approve the request.
- Motion to approve.
- Motion made. Second, do I hear a second?
- I'll second.

- Motion seconded, all in favor? Motion carries. 4: Initial request: Consideration with possible action on the request by Alderman Brunette to make changes to alleviate parking concerns at the Resch Aquatic Center.

- Again, I've got some emails from actually Alderman Brunette. Now some of you may recall that have been around for awhile, that he was an Alderman for a term, and then left the political arena and came back after he moved to a different district, so district, it's actually Alderman Wery's district that this request is being made, and it must've been a constituent that made it at that time is what I'm assuming, but he informed me in email that basically just expressing their frustration that there really isn't enough ample parking that's provided by the parks department or the city or whoever would be the responsible party, but there's just really not a lot of onsite parking available for the Resch Aquatic Center. They had received some tickets and in essence have been asking to see if there's any options for making some changes to maybe some of the parking zones. So I had reminded him of some of the discussion that had occurred shortly after the Resch Aquatic Center was constructed and opened, and overwhelmingly the neighborhood and let me just bring this up on the map so you can get a better idea of context. More of an idea... Here's the Resch Aquatic Center, here's Reed Street, so these residents on the south side of Reed Street were strongly opposed to opening up any sort of parking for attendees of the park to the point that they pushed for a residential parking permit, and as you know, residential parking permits are usually done under special cases and are usually done kind of area-wide, not just for a couple requesters, so there was a number of areas, and it's not just this block that has some of the residential permit parking, I believe Oregon street has a segment of it as well, so that was a lengthy discussion over multiple meetings that traffic commission and subsequently the residential permit parking zones were approved, they went in, there was some growing pains, I guess you'd say, because enforcement was always needed there to get compliance. We went through probably two iterations of the sign message and spacing and everything, and finally it was two years ago we I think we kind of got to a point where no supplemental signs were needed, and pretty much everything that was there under regular enforcement seemed to be working, so. It's my opinion that there's overwhelming support by the neighborhood to keep what's there at this point in time. I'm not belittling the request by just one person, but I just think we have one person versus an entire neighborhood that strongly had come out with an opposite position on this. So at that, I really don't see any need to be changing. I guess if there's anyone who's here to day that would be interested in speaking on it, obviously we could open the floor to have that discussion, but other than that, I don't really see a need to have the change and would actually make a recommendation to receive and place on file the request.

- Were you here to speak to that?

- Yeah, I would like to speak to that.

- Okay one second and we'll call you. You have the information from the gentleman?

- Not yet.

- Not yet, okay. Do you have the form to fill out, sir?

- Yeah.

- Motion made to suspend the rules, do I hear a second?

- Second.

- Okay, motion made, all in favor? Go ahead and speak.

- I go out to the pool when there's, when it's busy and the--

- One second, maybe announce who you are.

- Oh, Paul Boucher, I 123 Elizabeth. I go out to the pool when it's busy and people always park on the street when they're not supposed to because they don't read the sign or the misinterpret it. I park there and people warn me "Oh you can't park there "at certain times" so Almost always you're gonna get people parking on that street inappropriately, and the parking lot is so small, so the next closest spot to park is West High School, and if you've got like kids and you have to walk there, that's quite a ways, there really should be parking there. I don't know exactly where you could put it, but there might be room on the other side of the pool from where the current parking lot is, because no one really uses that area, but it really needs parking badly. Thank you.

- All right, thank you.

- Motion to go back to regular business? Motion to go back to regular business. Second? Seconded, all in favor? Okay, we're back to regular business. I remember coming before us several meetings back during the construction phase, like you I thought that pretty much the neighborhood by there was happy with the resolution because there is, as I heard from the gentleman, not enough parking there. I'm not sure how you make more parking there.

- I think we always have to look at what is within our recommendation field here with traffic commission, and we are concerned with street right of way and streets. If indeed the issue is lack of on-site parking, that is really kind of out of our jurisdiction, and I think should be more or less addressed by the parks committee than traffic commission.

- Okay. So would it behoove us to move this, receive and place this on file and recommend it or...

- I think your options are gonna be this, receive and place on file, or forward this request to parks committee.

- Okay. I would recommend maybe moving it to the parks committee, they can take a look at it, because unless somebody else has a comment, I don't know the area well enough to--

- I'll make a motion that you forward that to parks.

- I second that.

- Okay, motion been made to forward to the parks committee for review. Motion been made and seconded, all in favor? Motion carries. 5... Are these all separate then, Dave?

- I would say let's take 5 and 6 together, then 7 and 8 together.

- Okay. 5: Postponed: The request by Alderman Wery to establish a 4-way Stop condition at the intersection of Shirley Street and Locust Street. 6: The request by Alderman Wery to establish a 3-way Stop condition at the intersection of Western Avenue and Maryhill Drive.

- I haven't heard anything from the Alderman on either of these items, and they've been postponed, and I really don't know the direction that he wants to go. I mean obviously the request is to make the change, but it's standard procedure for the commission and for staff that anytime a multi-way stop is being requested, that that at least needs to be supported with a study. Whether or not the recommendations go with the recommendations of the study or not, but there should be a study on file to evaluate a multi-way stop condition. And both of these fall in that category. One's a T intersection, and one's a 4-way intersection.

- Was he gonna be here from last month's meeting? Was that when we postponed it or do we just postpone it?

- I actually haven't heard anything from the Alder by phone or by email on these two items since it was postponed last time.

- Should we refer this to staff for study then?

- My experience tells me that not only both of them will fall short, but I think significantly short. So if I had to say do I think it's the best use of staff's time to be researching this at this point in time? No. I don't.

- It's the second month though, if he was really interested in doing something, you would've thought you would've heard from him if not shown up here today, so.

- Should we place on file? Motion to place on file and let the Alder readdress if it is an issue that's large enough, or say rises to the level that he thinks it needs to be addressed, just have him bring it back.

- Right, if it's received and placed on file, and he wants to pull it at council, he has the option to do that.

- All right, sounds like the way to go.

- I'll make that motion then to place on file.

- Second.

- Motion been made, receive and place on file. Seconded, all in favor? Motion carries. 7: Consideration with possible action on the request by Alder Johnson to look at speed control measures near the 800 block of Gross Avenue. 8: Consideration with possible action on the request by Alder Johnson to address chronic complaints regarding speeding on 12th Avenue. So on item D7, the Alder and I discussed this on the phone today and we both recommend it should be postponed until the next meeting so he and I can discuss the results of the study. It was actually postponed to this, but he had called me up right after to find out what the motion was prior to the report being filed, because as you know, there's usually almost a month that goes by, and he just asked me "Well how hard is it to throw "tubes out there to collect some speed data?" So I actually went ahead with the study. Time is always Spring, Summer, Fall, and once Winter comes around, we can't collect the data because of the weather conditions. So I went ahead and completed the study, but would rather sit down and talk with him about them, and that's what he's requesting, and he did make that outreach to me, so I can't see any reason why to deny him that conversation.

- Fair enough.

- So I would say that one would be postponed, and then was there questions on this one?

- How long do you want to postpone it for?

- Another month. Yeah, so this would be on the October agenda. And same thing with the 12th Avenue. He wants to be able to sit down and we'll discuss it at the same meeting, I'm presuming. He wants to understand what the potential speed reduction benefits would be that would result from the recommendations that are in the city safe walk and bike plan. I did confirm, and I believe I did state at the last meeting that there are some recommendations as per that plan that impact segments of his requested areas, so. I'd like to sit down with him to talk about that as well. So, both D7, D8 I would recommend to postpone to the next meeting.

- So you're going to talk to with him before the next meeting so you have more information then?

- Yeah.

- Okay. Motion's been made to postpone 7 and 8, do I hear a second?

- Second.

- Seconded. All in favor? Motion carries. Unless anybody's got anything else, I would entertain a motion to adjourn for the night.

- I will make that motion.

- Motion been made to adjourn.

- Second.

- Seconded. All in favor, we're adjourned, so.

- 12% battery life left.



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.I.

General Business: Report by the Police Department of the 2019 3rd quarter serious injury and fatality crashes.
(All Alders)

BACKGROUND

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

- I. 2019 THIRD QUARTER CRASH



GREEN BAY POLICE DEPARTMENT OPERATIONS DIVISION

Lieutenant Brad Strouf

Email: bradst@greenbaywi.gov

(920) 448-3217

2019 Third Quarter Serious Injury & Fatal Accident Report

19-215569

N. Broadway St. at Dousman St.

On Wednesday, 07-31-19 at 10:08pm, Green Bay Police Department officers were dispatched to N Broadway St. and Dousman St. for a truck vs. pedestrian crash. Witnesses reported the truck left the scene westbound on Dousman St. leaving the pedestrian unresponsive in the roadway.

A short time later, officers responded to a “reckless driver” complaint and located a pickup truck with damage consistent with the crash and ultimately arrested the driver, a 20 year old Green Bay man for OWI causing great bodily harm and Hit and Run causing great bodily harm for his involvement in the crash.

The victim, a 26 year old Green Bay resident was transported to a local hospital with life threatening injuries.

The Brown County Sheriff’s Department assisted with crash reconstruction.



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.2.

Initial Request: Consideration with possible action on the request by Ald. Stevens on behalf of Preble Park Neighborhood President Peter Shedlosky to install 6 SPEED LIMIT 25 signs on Skyline Boulevard between Finger Road and Hillside Lane. (Ald. Stevens – District 5)

BACKGROUND

The requested locations for SPEED LIMIT 25 signs are:

1. Southbound south of Hillside Ln at Preble Park playground north driveway
2. Southbound just north of Sunrise Ct
3. Southbound midpoint between Sunrise Ct and Finger Rd
4. Northbound about 1/3 between Finger Rd and Sunrise Ct
5. Northbound just south of Sunrise Ct
6. Northbound near Preble Park playground south driveway

The number of signs requested exceeds the normal number typically placed within a residential neighborhood. All connecting streets have a speed limit of 25, i.e., no change in speed limit entering Skyline Blvd. In review of existing speed limit sign locations in the neighborhood, few exist.

RECOMMENDATION

For the Traffic Engineer to provide the Preble Park Neighborhood Association President an application to the city's Neighborhood Traffic Calming Program.

FISCAL IMPACT

ATTACHMENTS

1. Petition and Communication - Traffic, Bike and Pedestrian 10-11-2019



PETITIONS AND COMMUNICATIONS FORM
COMMON COUNCIL
CITY OF GREEN BAY

Date of Council Meeting: _____

Request of Alderperson Craig L Stevens

Refer to: Traffic, Bike and Pedestrian

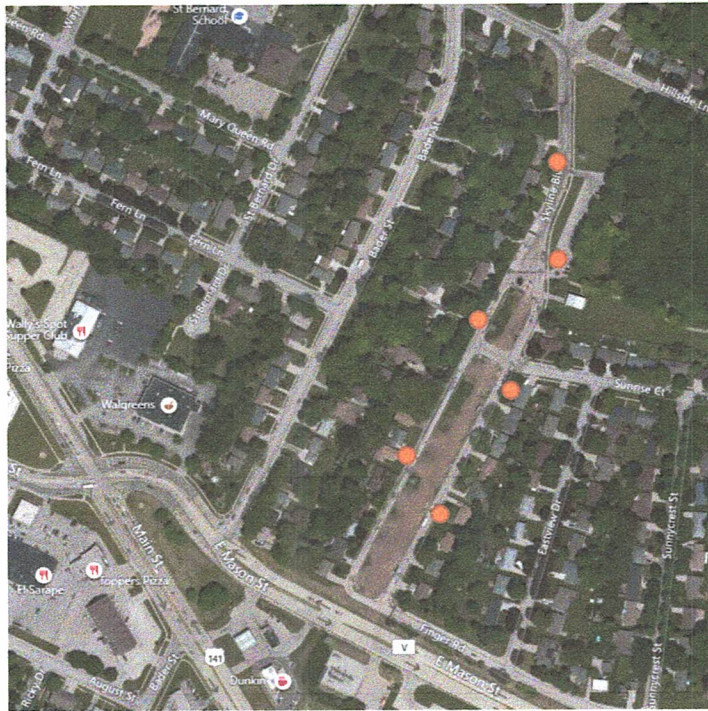
Please state clearly the action requested. Requests should be turned in at the City Clerk's Office by 10:00 AM on the Thursday before a Council meeting. For late communications, present this form to the City Clerk after the request is read.

Consideration with possible action on request by Peter Shedlosky, Preble Park Neighborhood President, to install Speed Limit signs along Skyline Blvd between Hillside Ln and Finger Rd.

The request would to have at least two signs on each side of Skyline Blvd within this area.

Attachments

Skyline Blvd – Green Bay WI Speed Limit Sign Request



● = Suggested Speed Limit
Placement Area





Traveling from Hillside Ln on Skyline Blvd



Traveling from Finger Rd on Skyline Blvd



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.3.

Initial Request: Consideration with possible action on the request by Ald. Johnson on behalf of Kim Vaye to remove the 15 MINUTE LOADING 8 AM TO 5 PM MONDAY THROUGH FRIDAY zone on the east side of South Broadway at the former Wisconsin Engine Parts Warehouse. (Ald. Johnson – District 9)

BACKGROUND

A new business moved into the former Wisconsin Engine Parts Warehouse and has requested the signs be removed. The former business requested the signs during the reconstruction of S Broadway when parking across the street (west side) was being removed, leaving only the east side available for parking. That business owner wanted to make sure he could still get deliveries next to his business. That need no longer exists.

RECOMMENDATION

On a 90-day trial, remove the 15 MINUTE LOADING ZONE 8 AM TO 5 PM MONDAY THROUGH FRIDAY on the east side of South Broadway from a point 60 feet north of Prospect Place to a point 110 feet north of Prospect Place.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.4.

Initial Request: Consideration with possible action on the request by the Traffic Engineer to establish a I-WAY YIELD condition on Lafayette Drive at Candle Way. (Ald. Brunette - District 12)

BACKGROUND

The roads in the new Pine Acres subdivision have recently been dedicated to the City. This intersection is the only one at this time that needs some form of traffic control, as it tees into a residential collector street.

RECOMMENDATION

That, on a 90-day trial, to establish a I-WAY YIELD condition on Lafayette Drive at Candle Way.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.5.

Initial Request: Consideration with possible action on the request by Ald. Brunette to improve traffic flow and enforcement on West Mason Street from Packerland Drive to Hillcrest Drive, and in the neighborhoods surrounding this area, specifically during times of school start and dismissal. (Ald. Brunette - District 12)

BACKGROUND

Traffic operates at acceptable levels of service within the subject segment of W Mason St. Reports of alleged difficulty for pedestrians to cross W Mason St at LaCount Rd have been received by the alder. Engineering measures within the past 2 years were made at that intersection including installing sidewalk, curb ramps, and high viz signed and marked crosswalks.

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.6.

Referred From the Improvement and Services Committee: Consideration with possible action on request by Ald. Galvin to put in a crosswalk lighting system on East Mason Street at Hartung Street, similar to crosswalk lighting on South Webster Avenue at the hospitals, for the East River Trail crossing. (Ald. Galvin - District 4)

BACKGROUND

High viz crosswalk signs and markings exist at the intersection. It has been reported and documented that motorists lack compliance to pedestrian laws at this location.

In late 2018, TBPC and Common Council approved of the following items:

A. To receive and place on file the request to relocate the Hartung Street bike trail crossing of East Mason Street to Goodell Street due to safety concerns.

B. To refer to staff to investigate federal and/or state funding for an alternative crossing option such as a pedestrian bridge over East Mason Street connecting the East River Trail.

DPW staff forwarded this information onto the Parks Department for their information as a trail pedestrian bridge would be under their authority.

The recently approved citywide Safe Walk & Bike Plan recommends 3 options for this location:

Option 1: Construct a grade separated crossing of both the East River and Mason Street;

Option 2: Install a traffic signal at Hartung Street;

Option 3: Install a Pedestrian Hybrid Beacon and high visibility crosswalk near the trail access on the west

Options 1 and 3 are feasible but Option 2 is not since signal warrants likely would not be met.

There is one funding source recently made available by the state, that is, the Multimodal Local Supplement (MLS) program, where \$18 million in local projects up to \$3.5 million in cost may be eligible. Any of the above-mentioned recommended engineering projects may be eligible for this grant based on MLS information provided on their website.

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.7.

Referred Back From Study: Consideration with possible action on the request by the Green Bay Area Public School District for the City of Green Bay to staff and employ an adult crossing guard at the intersection of Humboldt Road and Mount Mary Drive to assist Baird Elementary students to cross Humboldt Road. (Alds. Dorff and Stevens - Districts 1 and 5)

BACKGROUND

Hazard Ratings (HR) for both Humboldt-Mount Mary and Humboldt-Laverne were calculated based on site conditions during the weeks of late September and early October.

HR, Mount Mary Drive, AM, ≤ 5.77

HR, Mount Mary Drive, PM, ≤ 8.57

HR, Laverne Drive, AM, ≤ 7.53

HR, Laverne Drive, PM, ≤ 9.24

Values must exceed 16.0 to warrant an adult crossing guard.

It was noted during the study that an adult crossing monitor, likely a school staff person, assisted children across the intersection as well as some parents and 2 vested students who also monitored west driveway access for bus only traffic. Additional engineering improvements to the Mount Mary crossing were made after the first field observation including installing high viz continental/ladder style crosswalk markings crossing Humboldt Rd and doubling up on the school crossing sign assemblies. A new time clock controller was also installed the flashing speed limit sign system.

RECOMMENDATION

Receive and place on file.

FISCAL IMPACT

ATTACHMENTS

1. Adult Crossing Guard Survey - Humboldt at Laverne
2. Adult Crossing Guard Survey - Humboldt at Mt Mary

City of Green Bay, WI

Adult Crossing Guard Survey

Date of study: October 7th, 2019

Students on: Laverne Crossing: Humboldt

Time of study: From : 8:40 AM To : 8:55

Hazard rating

Vehicles: 213 vehicles / 100 = 2.13 2.13

Pavement width: 46 feet / 10 = 4.6 4.6

Pedestrians

Up to 10 per group: 8 peds / 10 = 0.8

10 or more per group: peds / 100 = 0

Posted speed limit: MPH 0 0

Hazard Rating Range: **6.73** to **7.53**

Students on: Laverne Crossing: Humboldt

Time of study: From : 3:30 PM To : 3:45 PM

Hazard rating

Vehicles: 214 vehicles / 100 = 2.14 2.14

Pavement width: 46 feet / 10 = 4.6 4.6

Pedestrians

Up to 10 per group: 25 peds / 10 = 2.5

10 or more per group: peds / 100 = 0

Posted speed limit: MPH 0 0

Hazard Rating Range: **6.74** to **9.24**

Vehicle volume adjustment factors:

- 1) Traffic signals installed -- use 25% of vehicle volume
- 2) One-way street -- use 67% of vehicle volume
- 3) Median strip present -- use 50% of vehicle volume
- 4) Traffic signal installed on a one-way street -- use 16.67% of vehicle volume
- 5) Median strip present with traffic signal -- use 12.5% of vehicle volume

Posted vehicle speed point values:

25 MPH = 0 points, 30 MPH = 3 points, 35 MPH = 6 points, 40 MPH = 9 points, 45 MPH = 12 points

NOTE: The minimum hazard rating for which a crossing guard is warranted is 16.0 points. This criteria was adopted by the Traffic Commission and Common Council in November of 1964.

City of Green Bay - Traffic Division

100 N. Jefferson Street Room 300
Green Bay Wisconsin, 54301

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File Name : Humboldt at Laverne

Site Code : 00000000

Start Date : 10/7/2019

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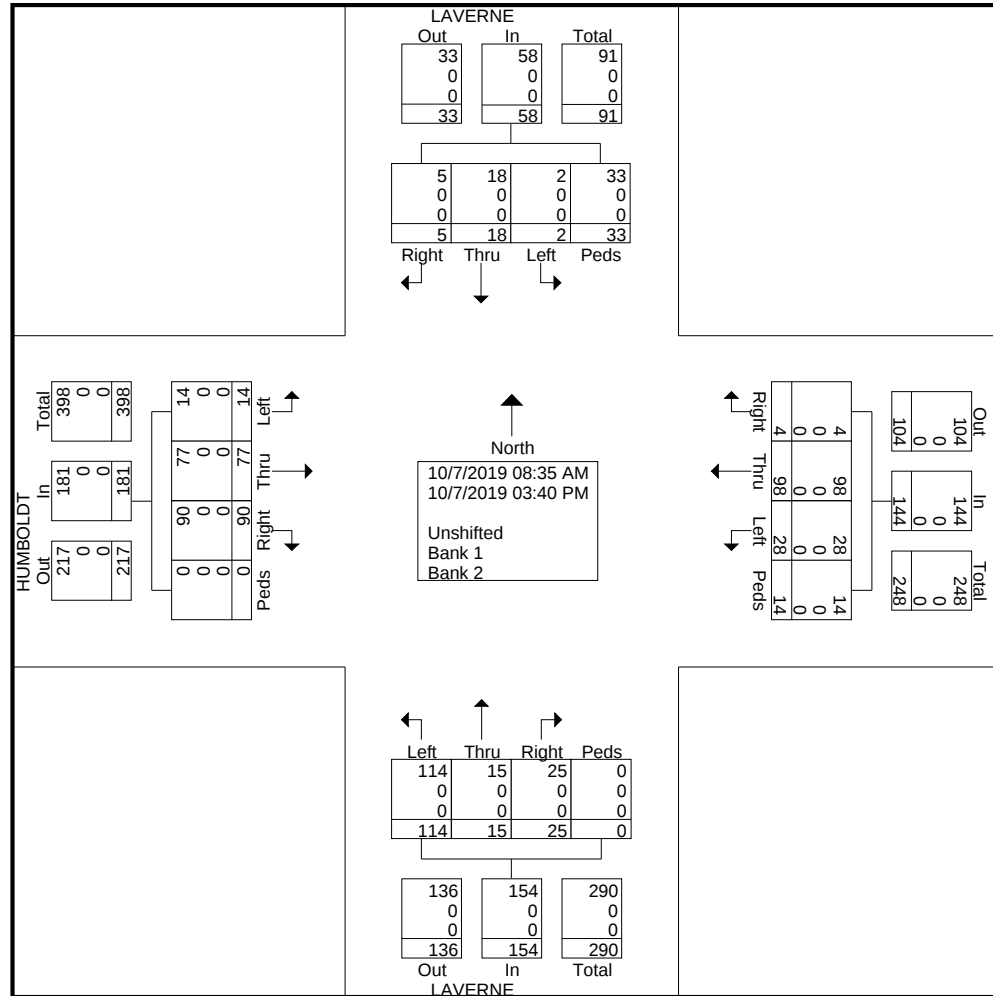
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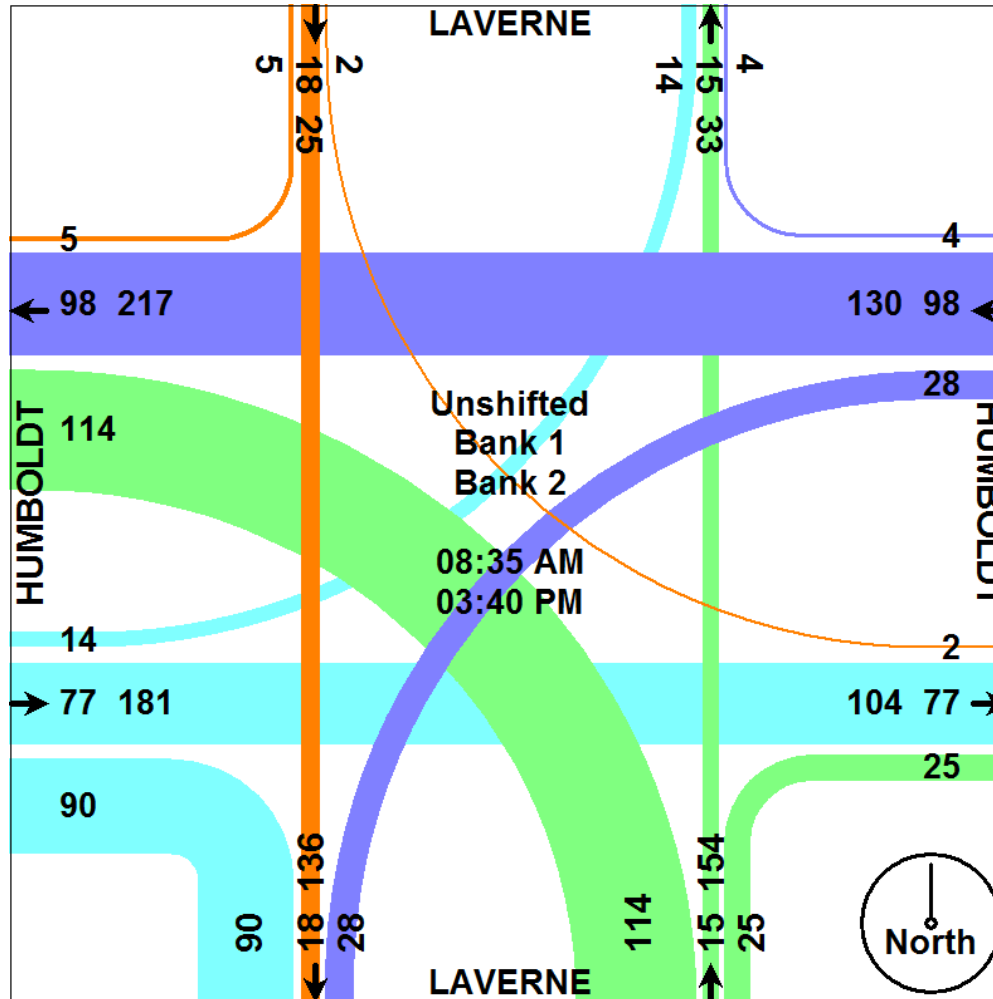


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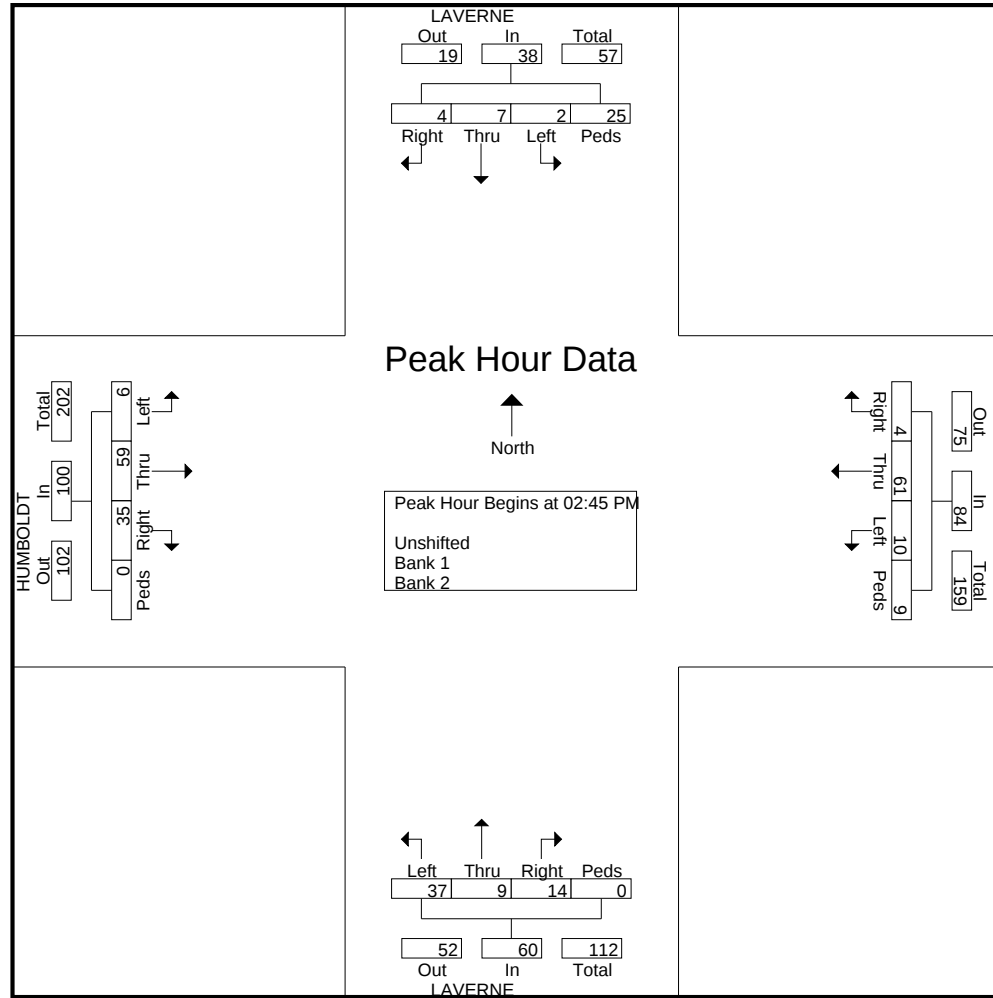
	LAVERNE From North					HUMBOLDT From East					LAVERNE From South					HUMBOLDT From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:35 AM to 03:40 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:25 PM	1	4	0	3	8	1	11	2	0	14	4	0	3	0	7	15	10	0	0	25	54
03:30 PM	0	1	2	1	4	0	8	3	1	12	3	3	9	0	15	6	17	3	0	26	57
03:35 PM	1	1	0	15	17	2	17	4	5	28	3	2	10	0	15	4	14	3	0	21	81
03:40 PM	2	1	0	6	9	1	25	1	3	30	4	4	15	0	23	10	18	0	0	28	90
Total Volume	4	7	2	25	38	4	61	10	9	84	14	9	37	0	60	35	59	6	0	100	282
% App. Total	10.5	18.4	5.3	65.8		4.8	72.6	11.9	10.7		23.3	15	61.7	0		35	59	6	0		
PHF	.167	.146	.083	.139	.186	.167	.203	.208	.150	.233	.292	.188	.206	.000	.217	.194	.273	.167	.000	.298	.261

City of Green Bay - Traffic Division

100 N. Jefferson Street Room 300
Green Bay Wisconsin, 54301

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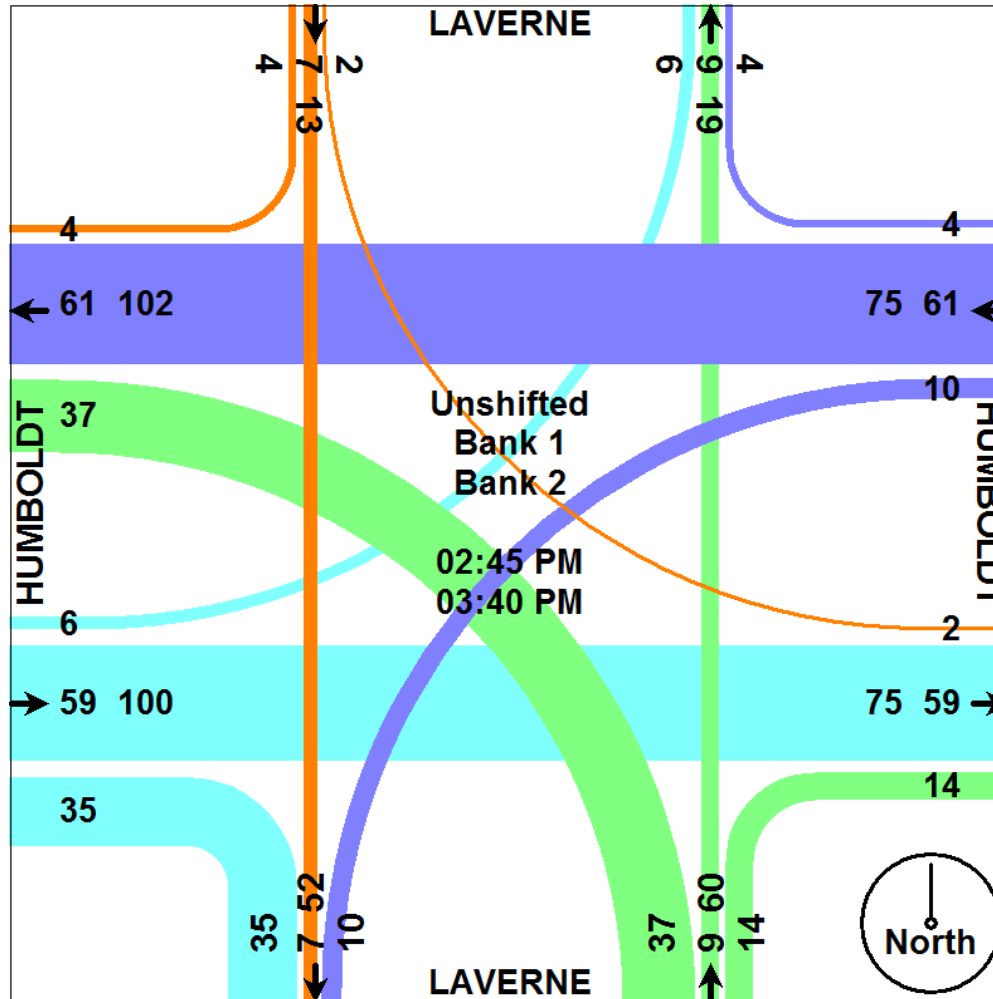


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100 N. Jefferson Street Room 300
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City of Green Bay, WI

Adult Crossing Guard Survey

Date of study: September 30th 2019

Students on: Mount Mary Crossing: Humboldt

Time of study: From : 8:40 AM To : 8:55

Hazard rating

Vehicles: 97 vehicles / 100 = 0.97 0.97

Pavement width: 46 feet / 10 = 4.6 4.6

Pedestrians

Up to 10 per group: 2 peds / 10 = 0.2

10 or more per group: peds / 100 = 0

Posted speed limit: MPH 0 0

Hazard Rating Range: 5.57 to 5.77

Students on: Mount Mary Crossing: Humboldt

Time of study: From : 3:30 PM To : 3:45 PM

Hazard rating

Vehicles: 167 vehicles / 100 = 1.67 1.67

Pavement width: 46 feet / 10 = 4.6 4.6

Pedestrians

Up to 10 per group: 23 peds / 10 = 2.3

10 or more per group: peds / 100 = 0

Posted speed limit: MPH 0 0

Hazard Rating Range: 6.27 to 8.57

Vehicle volume adjustment factors:

- 1) Traffic signals installed -- use 25% of vehicle volume
- 2) One-way street -- use 67% of vehicle volume
- 3) Median strip present -- use 50% of vehicle volume
- 4) Traffic signal installed on a one-way street -- use 16.67% of vehicle volume
- 5) Median strip present with traffic signal -- use 12.5% of vehicle volume

Posted vehicle speed point values:

25 MPH = 0 points, 30 MPH = 3 points, 35 MPH = 6 points, 40 MPH = 9 points, 45 MPH = 12 points

NOTE: The minimum hazard rating for which a crossing guard is warranted is 16.0 points. This criteria was adopted by the Traffic Commission and Common Council in November of 1964.

City of Green Bay - Traffic Division

100 N. Jefferson Street Room 300
Green Bay Wisconsin, 54301

Last Counted

File Name : Humboldt at Mount Mary

Site Code : 00000000

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City of Green Bay - Traffic Division

100 N. Jefferson Street Room 300
Green Bay Wisconsin, 54301

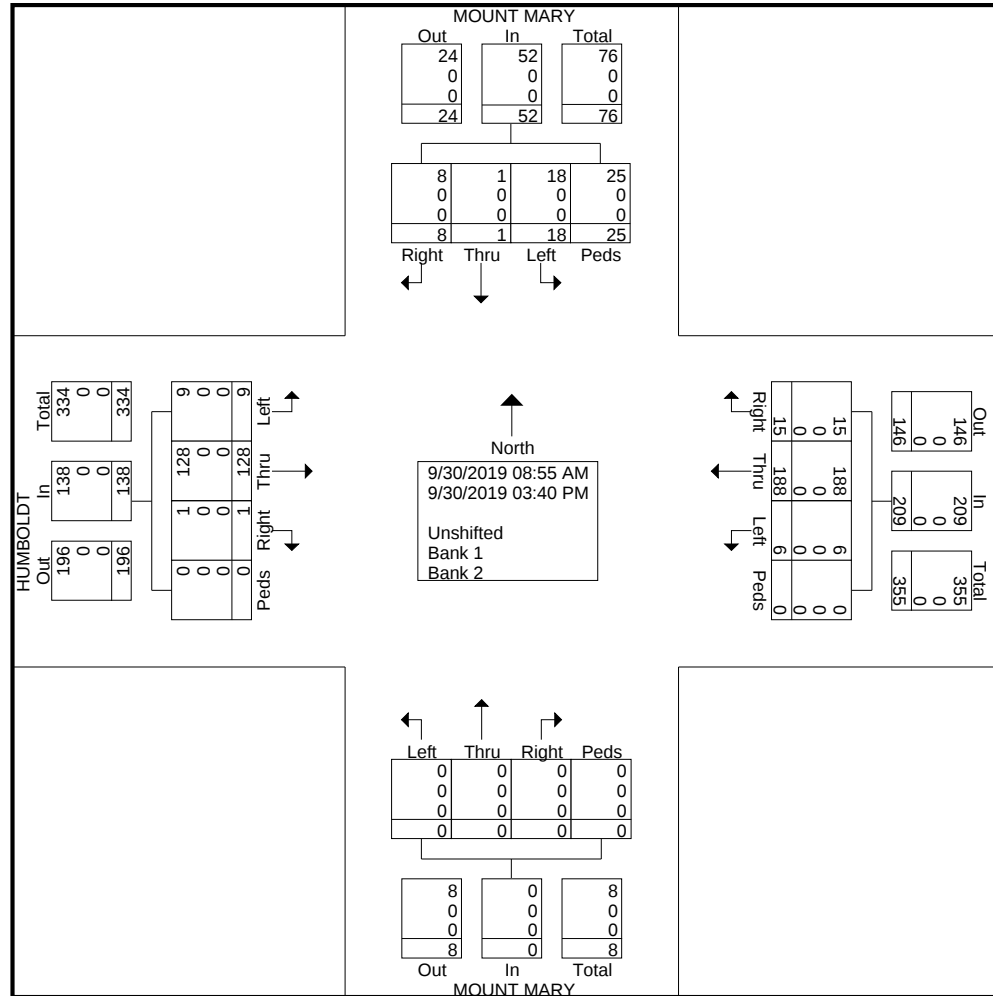
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Site Code : 00000000

Start Date : 9/30/2019

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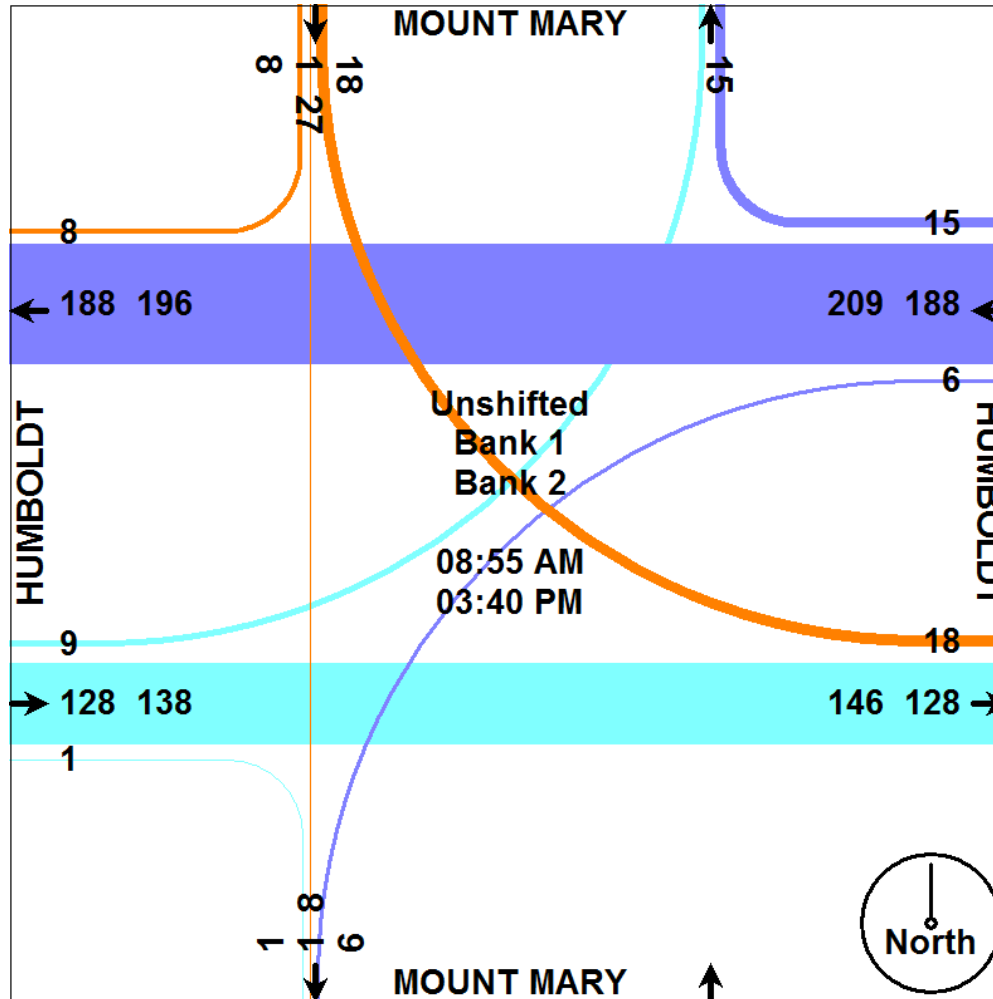


City of Green Bay - Traffic Division

100 N. Jefferson Street Room 300
Green Bay Wisconsin, 54301

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File Name : Humboldt at Mount Mary
Site Code : 00000000
Start Date : 9/30/2019
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Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.8.

Postponed: Consideration with possible action on the request by Ald. Johnson to look at speed control measures near the 800 block of Gross Avenue. (Ald. Johnson - District 9)

BACKGROUND

See attached study report.

RECOMMENDATION

1. To receive and place on file the documented speed study along Gross Ave from 6th Street to Gross Court North.
2. To continue Police Department enforcement of the posted speed limit of 25 mph along Gross Avenue from 6th Street to Gross Court North.

FISCAL IMPACT

ATTACHMENTS

1. M speed study Gross Ave (6th St – Gross Ct) 2019.djah

MEMORANDUM



Department of Public Works | Traffic Division

To: Traffic, Bicycle, & Pedestrian Commission
Public Works Director Steven Grenier, P.E.

From: Traffic Engineer David J.A. Hansen, P.E., PTOE

Re: **Speed Study, Gross Avenue (6th St - Gross Ct)**

Date: Friday, October 18, 2019

This memorandum serves as my response to the Traffic, Bicycle, & Pedestrian Commission motion at the Mon Aug 19, 2019 meeting to postpone the request by Ald. Johnson to look at speed control measures near the 800 block of Gross Avenue.

This memo will be presented at the Mon Oct 21, 2019 Traffic, Bicycle, & Pedestrian Commission meeting.

Existing Site Conditions

The segment of Gross Ave from 6th St to Gross Ct is located on the west side of the City of Green Bay in Aldermanic District 9 (Ald. Brian Johnson). See Figure 1 for General Location and Figure 2 for a neighborhood view of the corridor.

Figure 1 – General Location

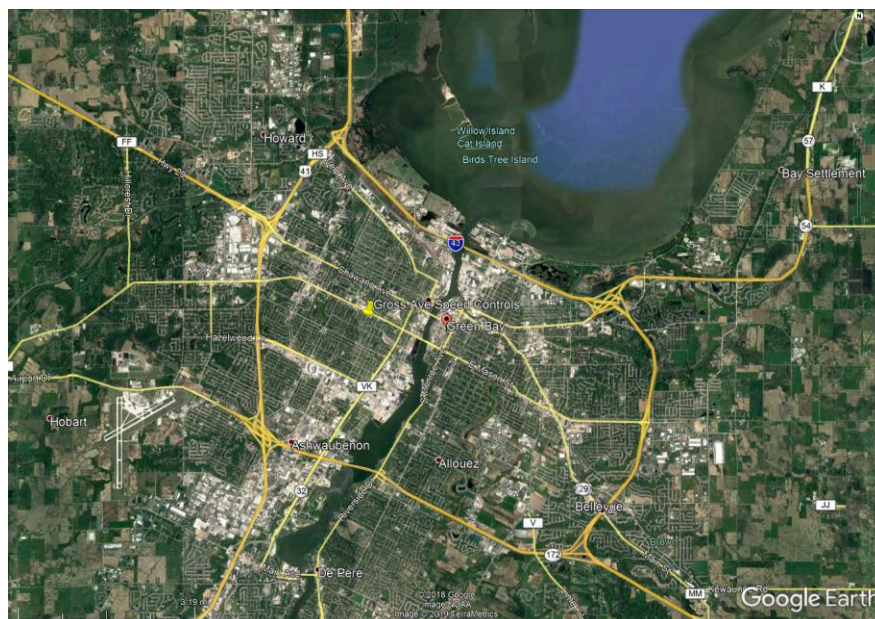
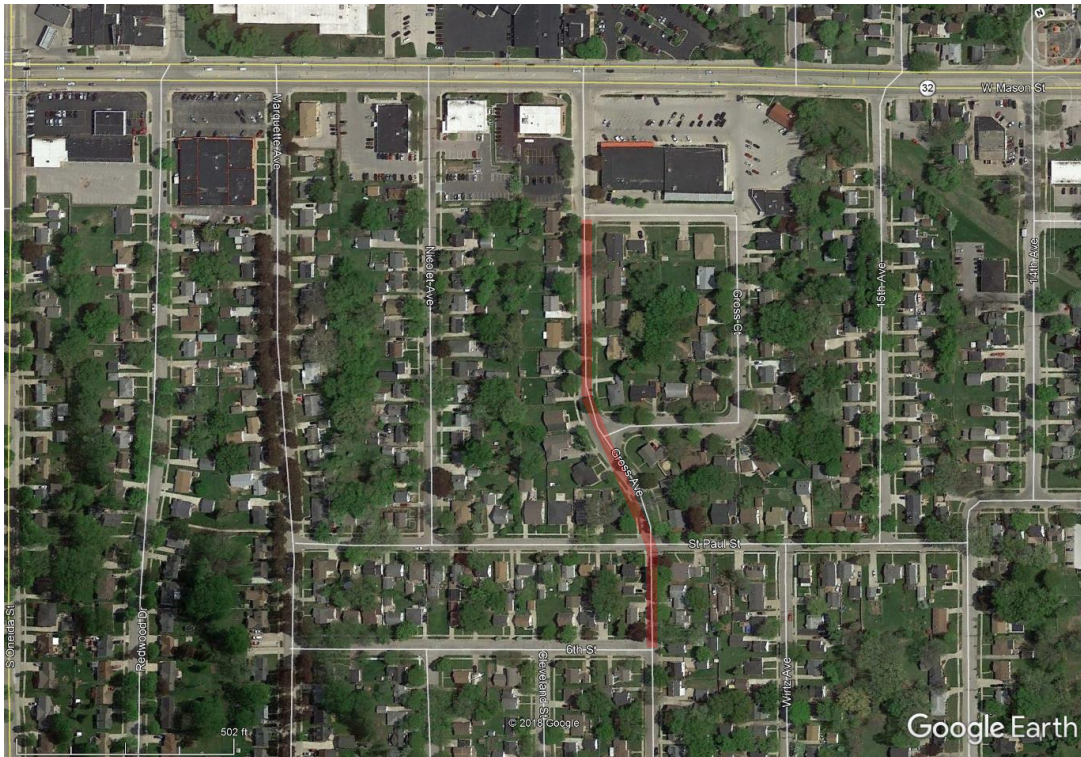


Figure 2 – Neighborhood View



Gross Ave is an urban local residential street. The posted speed limit is 25 mph. Properties abutting the roadway are single residential homes. Sidewalk exists along both sides of Gross Ave. The roadway has an asphaltic concrete surface and curb and gutter. Clear roadway width varies between 30-34 feet. It consists of up to 1-10 ft travel lane and 1-7 ft parking lane in each direction. Centerline is painted as two solid double yellow lines (no passing zone) from Gross Ct N through the S curve to 6th St.

Parking is unrestricted except for a NO PARKING zone on the west side of Gross Ave from St Paul St to 6th St.

The T-intersections of Gross Ave at Gross Ct N, at Gross Ave S, and at 6th St are controlled by 1-WAY STOP conditions. St Paul St at Gross Ave is a 2-WAY STOP condition. All side streets access a residential neighborhood comprising of single family homes.

Total corridor length is 1,000 ft. Street lighting exists along Gross Ave and at its intersections with a total of 4 lights; all are 9,000 lumen lights except one at Gross Ct S which is a 14,000 lumen light. Photos in Figures 3a-3f show the study area and count locations.

Figure 3a – Northbound Gross Ave approaching St Paul St (near count location)



Figure 3b – Southbound Gross Ave approaching St Paul St (near count location)



Figure 3c – Northbound Gross Ave approaching Gross Ct S (near count location)



Figure 3d – Southbound Gross Ave approaching Gross Ct S (near count location)



Figure 3e – Northbound Gross Ave approaching Gross Ct N (near count location)



Figure 3f – Southbound Gross Ave approaching Gross Ct N (near count location)



Existing speed control measures are in place. These include a Horizontal Alignment warning sign (W1-3) with Advisory Speed plaque (W12-1p) in each direction in advance of the two curves on Gross Ave as well as a painted double yellow centerline through the curves. The extensive tree canopy also serves as a traffic calming measure.

Crash History

No crashes occurred within the corridor in the past 5 years.

Vehicle Speeds and Traffic Volumes

Weekday & weekend vehicle speeds and volumes collected from Wed Aug 21 through Mon Aug 26, 2019. Count locations are shown in Figure 5 and vehicle speeds are summarized in Table 1.

Figure 5 – Count Locations



Table 1 –Vehicle Speed and Volume Summary, Gross Ave (6th St to Gross Ct N)

Day	Average (mph)	50% Speed (mph)	85% Speed (mph)	95% Speed (mph)	Lower Pace (mph)	Upper Pace (mph)	% Vehicles in Pace	Daily Vol (veh)
Weekday	24	25	30	32	21	31	74%	1012
Weekend	23	25	29	32	20	30	74%	867
All	24	25	30	32	21	31	74%	960

Review of the Existing Posted Speed Limit 25 MPH

State Statute 346.57 assigns speed limits to street classifications and also describes the authority to change said limits. Gross Ave is classified as a residential street, and can be described as being inside the corporate limits of a city. Local governments per State Statute 349.11 have the authority to raise the speed limit to 55 mph or less, or lower the speed limit by 10 mph or less. Although there is no request at this time to modify the speed limit of Gross Avenue, it is a good reference to determine what the appropriate speed limit should be based on engineering criteria. The U.S. Department of Transportation, Federal Highway Administration, developed a web-based tool, USLIMITS2, designed to help practitioners set reasonable, safe, and consistent speed limits for specific segments of roads. Data such as 50th and 85th percentile speed, roadway characteristics, route type, number of access points, pedestrian and bike activity, and crash history among others are used to assist engineers in recommending an appropriate maximum speed limit for specific conditions on a road section. Speed zoning report for Gross Ave is summarized in Figure 6.

Figure 6 – USLIMITS2 Speed Zoning Report for West Point Rd

USLIMITS2 Speed Zoning Report

Project Name: Gross Avenue Speed Study

Analyst: David Hansen

Date: 09-10-2019

Basic Project Information

Project Number: 1
Route Name: Gross Avenue
From: Hickory Hill Drive
To: West Mason Street
State: Wisconsin
County: Brown County
City: Green Bay city
Route Type: Road Section in Developed Area
Route Status: Existing

Crash Data Information

Crash Data Years: 5.00
Crash AADT: 960 veh/day
Total Number of Crashes: 0
Total Number of Injury Crashes: 0
Section Crash Rate: 0 per 100 MVM
Section Injury Crash Rate: 0 per 100 MVM
Crash Rate Average for Similar Roads: 292
Injury Rate Average for Similar Roads: 72

Roadway Information

Section Length: 0.33 mile(s)
Statutory Speed Limit: 25 mph
Existing Speed Limit: 25 mph
Adverse Alignment: Yes
One-Way Street: No
Divided/Undivided: Undivided
Number of Through Lanes: 2
Area Type: Residential-Subdivision
Number of Driveways: 36
Number of Signals: 0

Traffic Information

85th Percentile Speed: 30 mph
50th Percentile Speed: 25 mph
AADT: 960 veh/day
On Street Parking and Usage: Not High
Pedestrian / Bicyclist Activity: Not High

Project Description: Collect and evaluate existing speeds on this residential street.

Recommended Speed Limit:



Note: Sections with adverse alignments may need specific 'advisory speed warnings' which may be different from the general speed limit for the section. See [Procedures for Setting Advisory Speeds on Curves](#), Publication No. FHWA-SA-11-22, June 2011, for more guidance.

Disclaimer: The U.S. Government assumes no liability for the use of the information contained in this report. This report does not constitute a standard, specification, or regulation.

Discussion

Weekday and weekend speeds only varied slightly. All summarized values were the same except for the average speed was lower by 1 mph over the weekend (23 mph v. 24 mph), the 85th percentile speed was lower by 1 mph over the weekend (29 mph v. 30 mph), and the pace 10-mph interval (range of speeds that covers the highest number of observations from the data set) was lower by 1 mph over the weekend (20-30 mph v. 21-31 mph). Daily volumes also dropped during the weekend (867 v. 1,012 vehicles per day). Percent vehicles in the pace remained the same at 74% from weekday to weekend. A normal pace distribution would include approximately 70% of observed vehicles within the pace with approximately 15% of observed vehicles below the pace and 15% of observed vehicles above the pace. Typically, the 85th percentile speed is at or near the upper limit of the pace.

The City adopted a Neighborhood Traffic Calming Policy in 2007. As part of that policy, speed thresholds were established to identify roadways that may need traffic calming treatments to reduce motorists' speeds. More specifically, if 15% of the vehicles driving on the roadway are traveling at speeds above 32 miles per hour (20 mph for alleyways), or if 5% of the vehicles driving on the roadway are traveling at speeds above 35 miles per hour (25 mph for alleyways), then the street would be eligible for Traffic Calming. These speed thresholds were not exceeded on Gross Avenue meaning if the street were being considered for traffic calming measures, it would not qualify.

Speed limits are selected to balance travel efficiency versus safety. It can be argued that a rational speed limit is one that is safe, that most people consider appropriate, that will protect the public, and can be enforced. From an engineering perspective, existing speed control measures are in place. Again, these include a Horizontal Alignment warning sign (W1-3) with a 20-mph Advisory Speed plaque (W12-1p) in each direction in advance of the two curves on Gross Ave as well as a painted double yellow centerline through the curves. The extensive tree canopy also serves as a traffic calming measure.

Conclusions

Additional engineering measures to reduce motorists' speeds are not needed along Gross Avenue.

Recommendations

1. To receive and place on file the documented speed study along Gross Ave from 6th Street to Gross Court North.
2. To continue Police Department enforcement of the posted speed limit of 25 mph along Gross Avenue from 6th Street to Gross Court North.



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

AGENDA ITEM # D.9.

Postponed: Consideration with possible action on the request by Ald. Johnson to address chronic complaints regarding speeding on 12th Avenue. (Ald. Johnson - District 9)

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.10.

Termination of a 90-Day Trial: Remove the NO PARKING zone on the north side of Pine Street from Adams Street to a point of 120 feet west of Madison Street.

BACKGROUND

RECOMMENDATION

To remove the NO PARKING zone on the north side of Pine Street from Adams Street to a point of 120 feet west of Madison Street.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.I I.

Termination of a 90-Day Trial: Establish a NO PARKING zone on the north side of Pine Street from Adams Street to a point of 50 feet east of Adams Street.

BACKGROUND

RECOMMENDATION

To establish and adopt by ordinance a NO PARKING zone on the north side of Pine Street from Adams Street to a point of 50 feet east of Adams Street.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.12.

Termination of a 90-Day Trial: Establish a NO PARKING 15-MINUTE LOADING ONLY zone on the north side of Pine Street from a point 50 feet east of Adams Street to a point 50 feet east of Adams Street to a point 160 feet east of Adams Street.

BACKGROUND

RECOMMENDATION

To establish and adopt by ordinance a NO PARKING 15-MINUTE LOADING ONLY zone on the north side of Pine Street from a point 50 feet east of Adams Street to a point 50 feet east of Adams Street to a point 160 feet east of Adams Street.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

Dave Hansen, Traffic Engineer

AGENDA ITEM # D.13.

Termination of a 90-Day Trial: Establish a NO PARKING zone on the north side of Pine Street from a point 160 feet east of Adams Street to a point 120 feet west of Madison Street.

BACKGROUND

RECOMMENDATION

To establish and adopt by ordinance a NO PARKING zone on the north side of Pine Street from a point 160 feet east of Adams Street to a point 120 feet west of Madison Street.

FISCAL IMPACT

ATTACHMENTS

None



Report to the
Traffic, Bicycle and Pedestrian Commission
of the City of Green Bay

MEETING DATE

October 21, 2019

PREPARED BY

AGENDA ITEM # E.I.

Next meeting: Monday, November 18, 2019 at 5:30 p.m. in Room 310.

BACKGROUND

RECOMMENDATION

FISCAL IMPACT

ATTACHMENTS

None